

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 4/99

C BMOI

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: City of Cincinnati CODE # 061-15000

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 9/1/2000

CONTACT: Joan Buttner

PHONE # (513)352-6236

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE DURING BUSINESS HOURS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX: (513) 352-1581

E-MAIL Joan.Buttner@rcc.org

PROJECT NAME: Paddock Road Street Improvements

SUBDIVISION TYPE

(Check Only 1)

- ☐ 1.County
☒ 2.City
☐ 3.Township
☐ 4.Village
☐ 5.Water/Sanitary District
(Section 6119 or 6117 O.R.C.)

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- ☒ 1. Grant \$ 1,000,000
☐ 2. Loan \$ _____
☐ 3. Loan Assistance \$ _____

PROJECT TYPE

(Check Largest Component)

- ☒ 1.Road
☐ 2.Bridge/Culvert
☐ 3.Water Supply
☐ 4.Wastewater
☐ 5.Solid Waste
☐ 6.Stormwater

TOTAL PROJECT COST: \$ 5,225,000 FUNDING REQUESTED: \$ 1,000,000

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$ 1,000,000.00

LOAN ASSISTANCE: \$ _____

SCIP LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.

RLP LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.

(Check Only 1)

- ☐ State Capital Improvement Program
☒ Local Transportation Improvements Program

☐ Small Government Program

FOR OPWC USE ONLY

PROJECT NUMBER: C _____ / C _____

Local Participation _____ %

OPWC Participation _____ %

Project Release Date: _____

APPROVED FUNDING: \$ _____

Loan Interest Rate: _____ %

Loan Term: _____ years

Maturity Date: _____

NOTATION
3:31
M
JULINGTON
SINER

OPWC Approval: _____

Date Approved: _____
SCIP Loan _____ RLP Loan _____

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS: (Round to Nearest Dollar)

Force Account
Dollars

TOTAL DOLLARS

- | | | | |
|-----|---|------------------------|-------|
| a.) | Basic Engineering Services: | \$ _____ .00 | _____ |
| | Preliminary Design | \$ _____ | |
| | Final Design | \$ _____ | |
| | Bidding | \$ _____ | |
| | Construction Phase | \$ _____ | |
| | Additional Engineering Services | \$ _____ .00 | _____ |
| | *Identify services and costs below. | | |
| b.) | Acquisition Expenses: | | |
| | Land and/or Right of Way | \$ _____ .00 | _____ |
| c.) | Construction Costs: | \$ <u>4,736,305.00</u> | _____ |
| d.) | Equipment Purchased Directly: | \$ _____ .00 | |
| e.) | Permits, Advertising, Legal: | \$ _____ .00 | |
| | (Or Interest Costs for Loan Assistance Applications Only) | | |
| f.) | Construction Contingencies: | \$ <u>488,695.00</u> | |
| g.) | TOTAL ESTIMATED COSTS: | \$ <u>5,225,000.00</u> | |

*List Additional Engineering Services here:
Service:

Cost:

1.2 PROJECT FINANCIAL RESOURCES:

(Round to Nearest Dollar and Percent)

| | DOLLARS | % |
|-----------------------------------|-------------------------|-------------------|
| a.) Local In-Kind Contributions | \$ <u> .00</u> | <u> </u> |
| b.) Local Revenues | \$ <u> .00</u> | <u> </u> |
| c.) Other Public Revenues | | |
| ODOT | \$ <u>4,225,000.00</u> | <u>81</u> |
| Rural Development | \$ <u> .00</u> | <u> </u> |
| OEPA | \$ <u> .00</u> | <u> </u> |
| OWDA | \$ <u> .00</u> | <u> </u> |
| CDBG | \$ <u> .00</u> | <u> </u> |
| OTHER <u> </u> | \$ <u> .00</u> | <u> </u> |
| SUBTOTAL LOCAL RESOURCES: | \$ <u>4,225,000.00</u> | <u>81</u> |
| d.) OPWC Funds | | |
| 1. Grant | \$ <u>1,000,000.00</u> | <u>19</u> |
| 2. Loan | \$ <u> .00</u> | <u> </u> |
| 3. Loan Assistance | \$ <u> .00</u> | <u> </u> |
| SUBTOTAL OPWC FUNDS: | \$ <u>1,000,000.00</u> | <u>19</u> |
| e.) TOTAL FINANCIAL RESOURCES: | \$ <u>5,225,000.00</u> | <u>100%</u> |

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# 6525 Sale Date: 3/01
STATUS: (Check one)
 Traditional X
 Local Planning Agency (LPA)
 State Infrastructure Bank

2.0 PROJECT INFORMATION

If the project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: PADDOCK ROAD STREET IMPROVEMENTS

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

Paddock road from east of North Bend Road to north of Seymour Avenue and Seymour Avenue from the bridge over I-75 to 2200 feet east of Paddock Road. (See attached map and schematic plan)

PROJECT ZIP CODE: 45216 & 45222

B: PROJECT COMPONENTS:

This project will involve widening the existing roadway to provide standard width lanes, lengthening and adding left and right turn lanes at intersecting streets, addition of one through lane for 800 feet, replacing the Paddock Road bridge over Interstate 75, installing new traffic signal equipment. Lighting and signing will be upgraded. 95% of the existing pavement will be replaced to full-depth and the remaining pavement will be rehabbed as needed, including joint and pavement repairs and resurfacing the entire roadway with asphaltic concrete.

C: PHYSICAL DIMENSIONS:

The existing roadway of Paddock Road has 4 to 5 through lanes with a width that varies from 46 to 62 feet. The proposed roadway of Paddock Road will be 4 to 6 through lanes with 14-foot curb lanes and 12 foot through lanes. The width varies from 63 to 87 feet . The length of the project is 3400 feet along Paddock Road.

The existing roadway of Seymour Avenue is 4 through lanes with a width that varies from 48 to 56 feet. The length of the project along Seymour Avenue is 2200 feet. The proposed roadway will have 4 through lanes with 14-foot curb lanes and 12 foot through and turn lanes.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity versus proposed service level.

The widening is based on Year 2019 traffic projections of ADT of 25,380 with 7 % trucks and a design hourly volume of 2540. This project will increase service capacity on Paddock Road and Seymour Avenue and improve access to Interstate 75.

This improvement will upgrade Paddock Road to current design standards by providing standard lane widths, improving sight distances and lengthening and providing left and right turn lanes at intersections. Accident rate will be reduced and traffic safety will be enhances. Many of the 1994-1996 crashes (see accident data) were the type which could be related to sight distance concerns, rear-end and right angle accidents, the majority of crashes seem to be related to traffic congestion and vehicles stopped in traffic. The additional turn lanes will reduce congestion and is expected to reduce backup and queue lengths within the project vicinity.

Road or Bridge: Current ADT 23,689 Year: 1999 Projected ADT: 25,380 Year: 2019

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate:\$_____Proposed Rate: \$ _____
Stormwater: Number of households served:_____

2.3 USEFUL LIFE/COST ESTIMATE: Project Useful Life: 30 Years.

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT \$ 4,180,000

TOTAL PORTION OF PROJECT NEW/EXPANSION \$ 1,045,000

4.0 PROJECT SCHEDULE:*

| | BEGIN DATE | END DATE |
|------------------------------------|----------------|------------------|
| 4.1 Engineering/Design: | <u>4/1/97</u> | <u>9/1/98</u> |
| 4.2 Bid Advertisement and Award: | <u>3/1/01</u> | <u>6/30/01</u> |
| 4.3 Construction: | <u>6/30/01</u> | <u>12/ 31/03</u> |
| 4.4 Right-of-Way/Land Acquisition: | <u>2/1/99</u> | <u>10/1/00</u> |

- Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 PROJECT OFFICIALS:

- 5.1 CHIEF EXECUTIVE OFFICER John F. Shirey
TITLE City Manager
STREET Room 152, City Hall
 801 Plum Street
CITY/ZIP Cincinnati, Ohio 45202
PHONE (513) 352 - 3241
FAX () _____ - _____
E-MAIL _____
- 5.2 CHIEF FINANCIAL OFFICER Timothy Riordan
TITLE Finance Director
STREET Room 250, City Hall
 801 Plum Street
CITY/ZIP Cincinnati, Ohio 45202
PHONE (513) 352 - 3731
FAX () _____ - _____
E-MAIL _____
- 5.3 PROJECT MANAGER Timothy Jamison
TITLE Acting Principal Construction Engineer
STREET Room 440, City Hall
 801 Plum Street
CITY/ZIP Cincinnati, Ohio 45202
PHONE (513) 352 - 5296
FAX (513) 352 - 1581
E-MAIL Tim.Jamison@rcc.org

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [] below that each item listed is attached.

- [] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.
- [X] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.
- [X] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.
- [] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.
- [] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.
- [] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)
- [X] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.

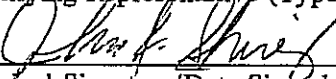
7.0 APPLICANT CERTIFICATION:

The undersigned certifies: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission as identified in the attached legislation; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement for this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding from the project.

John F. Shirey, City Manager

Certifying Representative (Type or Print Name and Title)

 1 9/15/00
Original Signature/Date Signed

City of Cincinnati



Department of Public Works
Division of Engineering

Room 445, City Hall
801 Plum Street
Cincinnati, Ohio 45202

John Hamner
Director

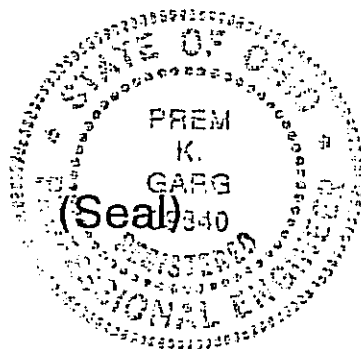
Prem Garg, P.E.
City Engineer

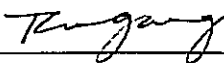
Robert H. Richardson, AIA
City Architect

September 18, 1998

**Subject: Paddock Road Street Improvements
Certification of Useful Life**

As required by Chapter 164-1-13 of the Ohio Administrative Code, I hereby certify that the design useful life of the subject street improvement is a least fifteen (15) years.





Prem Garg, P.E.
City Engineer
City of Cincinnati

| Construction Cost Estimate | | | | | |
|----------------------------|---|----------|-----------|------------|--------------|
| HAM - S.R. 4 - 4.000 | | | | | |
| Roadway | | | | | |
| ITEM | DESCRIPTION | QUANTITY | UNIT | UNIT COST | UNIT TOTAL |
| 201 | Clearing and Grubbing, As Per Plan | LUMP | | | |
| 202 | Structure Removed | 88 | CU. M. | \$150.00 | \$35,000.00 |
| 202 | Approach Slab Removed | 204 | SQ. METER | \$23.25 | \$13,200.00 |
| 202 | Pavement Removed | 32,944 | SQ. METER | \$7.00 | \$4,743.00 |
| 202 | Wearing Course Removed | 1,136 | SQ. METER | \$4.00 | \$230,608.00 |
| | | | | | \$4,544.00 |
| 202 | Walk Removed | 4,957 | SQ. METER | \$8.50 | \$42,134.50 |
| 202 | Steps Removed | LUMP | | | \$500.00 |
| 202 | Concrete Median Removed | 15 | SQ. METER | \$20.00 | \$300.00 |
| 202 | Concrete Barrier, Removed | 143 | METER | \$50.00 | \$7,150.00 |
| 202 | Curb Removed | 4,864 | METER | \$9.05 | \$44,019.20 |
| | | | | | |
| 202 | Pipe Removed | 1,114 | METER | \$25.00 | \$27,850.00 |
| 202 | Guardrail Removed | 164 | METER | \$3.90 | \$639.60 |
| 202 | Manhole Removed | 13 | Each | \$400.00 | \$5,200.00 |
| 202 | Catch Basin Removed | 2 | Each | \$320.00 | \$640.00 |
| 202 | Inlet Removed | 50 | Each | \$624.00 | \$31,200.00 |
| | | | | | |
| 202 | Fence Removed | 1,638 | METER | \$4.75 | \$7,780.50 |
| 202 | Removal Misc. Commercial Sign Removed and Relocated | 2 | Each | \$1,000.00 | \$2,000.00 |
| 202 | Removal Misc. Trench Drain Removed | 10 | METER | \$50.00 | \$500.00 |
| 202 | Removal Misc. Stone Wall Removed | 12 | CU. M. | \$150.00 | \$1,800.00 |
| 203 | Excavation Not Including Embankment Construction | 19,234 | CU. M. | \$5.00 | \$96,170.00 |
| SPECIAL | Misc.: Soils Consultant and Field Testing | LUMP | | | \$25,000.00 |
| | | | | | |
| 203 | Embankment | 20,645 | CU. M. | \$3.46 | \$71,431.70 |
| 203 | Subgrade Compaction | 49,525 | SQ. METER | \$1.50 | \$74,287.50 |
| 604 | Reference Monument | 11 | Each | \$145.00 | \$1,595.00 |
| 606 | Guardrail, Type 5 | 90 | METER | \$29.75 | \$2,677.50 |
| 606 | Anchor Assembly, Type E-98 | 2 | Each | \$2,390.00 | \$4,780.00 |
| | | | | | |
| 606 | Bridge Terminal Assembly, Type 1 | 2 | Each | \$970.00 | \$1,940.00 |

| | | | | | |
|----------------------|--|-------|-----------|----------|---------------------|
| 606 | 125 mm Concrete Walk | 4,450 | SQ. METER | \$29.90 | \$133,055.00 |
| 608 | Concrete Steps, Type A, As Per Plan | 2 | METER | \$275.00 | \$550.00 |
| 608 | Curb Ramp, Type 1 | 26 | Each | \$110.00 | \$2,860.00 |
| 608 | Curb Ramp, Type 2 | 8 | Each | \$130.00 | \$1,040.00 |
| 622 | Barrier Misc. Concrete Barrier, Type B-1270, As Per Plan | 70 | METER | \$300.00 | \$21,000.00 |
| 622 | Concrete Barrier, Type D | 158 | METER | \$180.00 | \$28,440.00 |
| 622 | Concrete Barrier, Type B, As Per Plan | 33 | Meter | \$275.00 | \$9,075.00 |
| 651 | Topsoil Stockpiled | 329 | CU. M. | \$3.25 | \$1,069.25 |
| 652 | Placing Stockpiled Topsoil | 329 | CU. M. | \$8.15 | \$2,681.35 |
| Special | Roadway Misc.: Underground Utilities, ODOT/Government Owned and Maintained | LUMP | | | \$1,000.00 |
| Total Roadway | | | | | \$938,461.00 |

| Erosion Control | | QUANTITY | UNIT | UNIT COST | UNIT TOTAL |
|------------------------------|--------------------------------|----------|-----------|-----------|--------------------|
| ITEM | DESCRIPTION | | | | |
| 207 | Temporary Seeding and Mulching | 7,032 | SQ. METER | \$1.40 | \$9,844.80 |
| 207 | Filter Fabric Fence | 2,879 | METER | \$5.50 | \$15,834.50 |
| 207 | Straw or Hay Bales | 713 | EACH | \$4.20 | \$2,994.60 |
| 601 | Paved Gutter, Type I-0.5 | 30 | METER | \$115.00 | \$3,450.00 |
| 654 | Commercial Fertilizer | 3,868 | KILOGRAM | \$0.10 | \$386.80 |
| 659 | Seeding and Mulching | 35,160 | SQ. METER | \$0.52 | \$18,283.20 |
| 659 | Repair Seeding and Mulching | 1,758 | SQ. METER | \$0.30 | \$527.40 |
| 659 | Water | 421 | CU. METER | \$1.00 | \$421.00 |
| 659 | Mowing | 43,956 | SQ. METER | \$0.05 | \$2,197.80 |
| Total Erosion Control | | | | | \$53,190.10 |

| Drainage | | QUANTITY | UNIT | UNIT COST | UNIT TOTAL |
|----------|------------------------|----------|-------|-----------|--------------|
| ITEM | DESCRIPTION | | | | |
| 603 | 150 mm Conduit, Type F | 11 | METER | \$38.25 | \$420.75 |
| 603 | 200 mm Conduit, Type B | 50 | METER | \$76.00 | \$3,800.00 |
| 603 | 300 mm Conduit, Type B | 1,397 | METER | \$115.00 | \$160,655.00 |
| 603 | 300 mm Conduit, Type C | 259 | METER | \$94.00 | \$24,346.00 |

| | | | | | | |
|----------------|---|-------|-------|------------|--|---------------|
| 603 | 300 mm Conduit, Type F, As Per Plan | 38 | METER | \$90.00 | | \$3,420.00 |
| 603 | 375 mm Conduit, Type B | 211 | METER | \$115.00 | | \$24,265.00 |
| 603 | 375 mm Conduit, Type C | 46 | METER | \$108.00 | | \$4,968.00 |
| 603 | 450 mm Conduit, Type B | 6 | METER | \$132.00 | | \$792.00 |
| 603 | 450 mm Conduit, Type C | 6 | METER | \$128.00 | | \$768.00 |
| 603 | 600 mm Conduit, Type C | 9 | METER | \$170.00 | | \$1,530.00 |
| 603 | 675 mm Conduit, Type B | 32 | METER | \$206.00 | | \$6,592.00 |
| 603 | 675 mm Conduit, Type C | 126 | METER | \$154.00 | | \$19,404.00 |
| 603 | 900 mm Conduit Type B | 2 | METER | \$328.00 | | \$656.00 |
| 603 | 900 mm Conduit Type C | 5 | METER | \$226.00 | | \$1,130.00 |
| 604 | Catch Basin, No. 3 | 5 | EACH | \$1,800.00 | | \$9,000.00 |
| 604 | Catch Basin, No. 3, As Per Plan | 2 | EACH | \$1,480.00 | | \$2,960.00 |
| 604 | Catch Basin, No. 5 | 2 | EACH | \$1,600.00 | | \$3,200.00 |
| 604 | Catch Basin, No. 2-2B | 1 | EACH | \$850.00 | | \$850.00 |
| 604 | Catch Basin Reconstructed to Grade | 2 | EACH | \$550.00 | | \$1,100.00 |
| 604 | Inlet, No. 3B1270 | 2 | EACH | \$4,650.00 | | \$9,300.00 |
| 604 | Inlet Misc: Double Ditch Inlet, City of Cincinnati | 2 | EACH | \$1,750.00 | | \$3,500.00 |
| 604 | Inlet Misc: Double Gutter Inlet, City of Cincinnati | 1 | EACH | \$1,400.00 | | \$1,400.00 |
| 604 | Inlet Misc: Combination Inlet Manhole, City of Cincinnati | 30 | EACH | \$2,200.00 | | \$66,000.00 |
| 604 | Inlet Misc: Combination Inlet, City of Cincinnati | 73 | EACH | \$1,800.00 | | \$131,400.00 |
| 604 | Inlet Misc: Double Gutter Inlet Manhole, City of Cincinnati | 1 | EACH | \$1,500.00 | | \$1,500.00 |
| 604 | Manhole, No. 3 | 2 | EACH | \$1,900.00 | | \$3,800.00 |
| 604 | Manhole Misc: Precast Manhole, City of Cincinnati | 16 | EACH | \$1,900.00 | | \$30,400.00 |
| 604 | Manhole Misc: Brick Manhole Type "B", City of Cincinnati | 8 | EACH | \$2,200.00 | | \$17,600.00 |
| 604 | Manhole Misc: Sanitation Manhole Reconstructed to Grade | 1 | EACH | \$875.00 | | \$875.00 |
| 604 | Manhole Misc: Sanitation Manhole Adjusted to Grade | 1 | EACH | \$275.00 | | \$275.00 |
| 604 | Manhole Adjusted to Grade | 6 | EACH | \$325.00 | | \$1,950.00 |
| 604 | Manhole Reconstructed to Grade | 11 | EACH | \$875.00 | | \$9,625.00 |
| 604 | Precast Reinforced Concrete Outlet | 1 | EACH | \$140.00 | | \$140.00 |
| 605 | 100 mm Shallow Pipe Underdrain | 5,029 | METER | \$14.80 | | \$74,429.20 |
| Total Drainage | | | | | | \$622,050.951 |

| ITEM | Pavement DESCRIPTION | QUANTITY | UNIT | UNIT COST | UNIT TOTAL |
|---------|--|----------|-----------|-------------|-----------------------|
| 254 | Pavement Planing, Bituminous | 4,059 | SQ. METER | \$1.30 | \$5,276.70 |
| 254 | Patching Planed Surface | 500 | SQ. METER | \$1.60 | \$800.00 |
| 301 | Bituminous Aggregate Base, PG 64-22 | 329 | CU. METER | \$60.00 | \$19,740.00 |
| 304 | Aggregate Base | 7,429 | CU. METER | \$31.94 | \$237,282.26 |
| 305 | 210 mm Concrete Base, As Per Plan | 46,747 | SQ. METER | \$28.66 | \$1,339,769.02 |
| 305 | 230 mm Concrete Base | 374 | SQ. METER | \$65.00 | \$24,310.00 |
| 407 | Tack Coat, 702.13 | 17,911 | LITER | \$0.24 | \$4,298.64 |
| 407 | Tack Coat For Intermediate Course | 12,085 | LITER | \$0.24 | \$2,900.40 |
| 446 | Asphalt Concrete Intermediate Course, Type 2, PG64-28 | 2,371 | CU. METER | \$61.00 | \$144,631.00 |
| 446 | Asphalt Concrete Surface Course, Type 1H | 2,002 | CU. METER | \$68.00 | \$136,136.00 |
| SPECIAL | Approach Slab Pressure Relief Joint | | | | |
| 452 | 210 mm Plain Concrete Pavement | 69 | METER | \$280.00 | \$19,320.00 |
| 609 | Curb, Type 2-A | 168 | SQ. METER | \$36.00 | \$6,048.00 |
| 609 | Curb, Type 2-B | 31 | METER | \$10.25 | \$317.75 |
| 609 | Curb, Type 2-B, As Per Plan | 4,536 | METER | \$11.64 | \$52,799.04 |
| 609 | | 19 | METER | \$16.50 | \$313.50 |
| 609 | Curb, Type 6 | 190 | METER | \$34.50 | \$6,555.00 |
| 611 | Reinforced Concrete Approach Slab (T=380mm) | 456 | SQ. METER | \$134.22 | \$61,204.32 |
| | Total Pavement | | | | \$2,061,701.63 |
| ITEM | Maintenance of Traffic DESCRIPTION | QUANTITY | UNIT | UNIT COST | UNIT TOTAL |
| 614 | Law Enforcement Officer With Patrol Car | 200 | HOURL | \$39.00 | \$7,800.00 |
| 614 | Bituminous Concrete For Maintaining Traffic | 150 | CU. METER | \$75.00 | \$11,250.00 |
| 614 | Barrier Reflector, Type B | 62 | EACH | \$4.00 | \$248.00 |
| 614 | Barrier Reflector, Type B2 | 154 | EACH | \$7.80 | \$1,201.20 |
| 614 | Object Marker | | | | |
| 614 | Portable Changeable Message Sign, As Per Plan | 216 | EACH | \$12.50 | \$2,700.00 |
| 614 | Temporary Pavement Marking Misc: Solid Lane Line, Class 1, 740.06 Type 1 | 2 | EACH | \$11,000.00 | \$22,000.00 |
| 614 | Temporary Center Line, Class 1, 740.06, Type I | 5,070 | KM | \$195.00 | \$988.65 |
| 614 | Temporary Center Line, Class 1, 740.06, Type I | 0.89 | KM | \$850.00 | \$756.50 |
| 614 | Temporary Center Line, Class 1, 642 Paint | 3.79 | KM | \$830.00 | \$3,145.70 |

| | | | | | |
|------------------------------|--|----------|------------|------------|--------------|
| 614 | Temporary Edge Line, Class 1, 740.06, Type I | 7.12 | KM | \$4,000.00 | \$28,480.00 |
| 614 | Temporary Edge Line, Class 1, 642 Paint | 8.32 | KM | \$570.00 | \$4,742.40 |
| 614 | Temporary Channelizing Line, Class 1, 740.06, Type 1 | 150 | METER | \$7.35 | \$1,102.50 |
| 614 | Temporary Channelizing Line, Class 1, 642 Paint | 930 | METER | \$1.25 | \$1,162.50 |
| 614 | Temporary Dotted Line, Class 1, 642 Paint | 270 | METER | \$1.25 | \$337.50 |
| 614 | Temporary Transverse Line, Class 1, 642 Paint | 235 | METER | \$17.25 | \$4,053.75 |
| 614 | Temporary Stop Line, Class 1, 740.06, Type 1 | 12 | METER | \$37.00 | \$444.00 |
| 614 | Temporary Stop Line, Class 1, 642 Paint | 115 | METER | \$11.75 | \$1,351.25 |
| 614 | Temporary Crosswalk Line, Class 1, 642 Paint | 650 | METER | \$5.00 | \$3,250.00 |
| 614 | Temporary Lane Arrow, Class 1, 740.06, Type 1 | 8 | EACH | \$275.00 | \$2,200.00 |
| 614 | Temporary Lane Arrow, Class 1, 642 Paint | 33 | EACH | \$48.00 | \$1,584.00 |
| 614 | Temporary Word on Pavement, 1800 mm, Class 1, 740.05, Type 1 | 5 | EACH | \$175.00 | \$875.00 |
| 614 | Temporary Word on Pavement, 1800 mm, Class 1, 642 Paint | 30 | EACH | \$55.00 | \$1,650.00 |
| 615 | Temporary Road | LUMP | | | \$15,000.00 |
| 615 | Temporary Pavement, Class A | 3,900 | SQ. METER | \$27.00 | \$105,300.00 |
| 616 | Water | 2,000 | CU. METER | \$5.75 | \$11,500.00 |
| 616 | Calcium Chloride | 5 | METRIC TON | \$225.00 | \$1,125.00 |
| 622 | Portable Concrete Barrier, 813 mm | 1,565 | METER | \$43.00 | \$67,295.00 |
| 622 | Portable Concrete Barrier, 813 mm, Bridge Mounted | 65 | METER | \$43.00 | \$2,795.00 |
| 642 | Removal of Pavement Marking | 6,000 | METER | \$3.50 | \$21,000.00 |
| 614 | Maintaining Traffic | LUMP | | | \$100,000.00 |
| 619 | Field Office, Type C | LUMP | | | \$50,000.00 |
| SPECIAL | Computer Equipment For Field Office | LUMP | | | \$5,500.00 |
| 623 | Construction Layout Stakes | LUMP | | | \$40,000.00 |
| 624 | Mobilization | LUMP | | | \$200,000.00 |
| Total Maintenance of Traffic | | | | | \$720,837.95 |
| ITEM | DESCRIPTION | QUANTITY | UNIT | UNIT COST | UNIT TOTAL |
| 202 | Disconnect Existing Circuit | 2 | EACH | \$50.00 | \$100.00 |

| | | | | | | |
|--|--|----------|-------|------------|--|-------------------|
| 631 | Ballast, Type CMRI-100-480, Integral | 2 | EACH | \$125.00 | | \$250.00 |
| 631 | Ballast, Type CMRI-175-480, Integral | 8 | EACH | \$145.00 | | \$1,160.00 |
| 631 | Ballast, Type CMRI-250-480, Integral | 2 | EACH | \$210.00 | | \$420.00 |
| 631 | Mercury Vapor Luminaire, Type TC-31.21 With 100 Watt Lamp | 2 | EACH | \$245.00 | | \$490.00 |
| 631 | Mercury Vapor Luminaire, Type TC-31.21 With 175 Watt Lamp | 8 | EACH | \$250.00 | | \$2,000.00 |
| 631 | Mercury Vapor Luminaire, Type TC-31.21 With 250 Watt Lamp | 2 | EACH | \$265.00 | | \$530.00 |
| 631 | Removal of Luminaire and Disposal | 12 | EACH | \$10.00 | | \$120.00 |
| TOTAL LIGHTING | | | | | | \$3,462.36 |
| TRAFFIC CONTROL GENERAL SUMMARY | | | | | | |
| ITEM | DESCRIPTION | QUANTITY | UNIT | UNIT COST | | UNIT TOTAL |
| 632 | Vehicular Signal Head, 3 Section, 200 mm Lens, 1-Way, Polycarbonate, As Per Plan | 4 | EACH | \$300.00 | | \$1,200.00 |
| 632 | Vehicular Signal Head, 3 Section, 300 mm Lens, 1-Way, Polycarbonate, As Per Plan | 32 | EACH | \$415.00 | | \$13,280.00 |
| 632 | Vehicular Signal Head, 5 Section, 300 mm Lens, 1-Way, Polycarbonate, As Per Plan | 4 | EACH | \$675.00 | | \$2,700.00 |
| 632 | Pedestrian Singal Head, Type D2, As Per Plan | 30 | EACH | \$400.00 | | \$12,000.00 |
| 632 | Pedestrian Pushbutton, As Per Plan | 10 | EACH | \$150.00 | | \$1,500.00 |
| 632 | Detector Loop, As Per Plan | 30 | EACH | \$375.00 | | \$11,250.00 |
| 632 | Messenger wire, 7 Strand, 8 mm Diameter with accessories, as per plan | 599 | METER | \$12.80 | | \$7,667.20 |
| 632 | Signal Cable, 7 Conductor, No. 14 AWG, As Per Plan | 2,414 | METER | \$5.45 | | \$13,156.30 |
| 632 | Signal Cable, 2 Conductor, No. 12 AWG, As Per Plan | 120 | METER | \$1.50 | | \$180.00 |
| 632 | Interconnect cable, 12 conductor, No. 12 AWG | 889 | METER | \$5.10 | | \$4,533.90 |
| 632 | Loop Detector Lead-in cable, As Per Plan | 1,475 | METER | \$4.10 | | \$6,047.50 |
| 632 | Power cable, 2 conductor, No. 6 AWG, As Per Plan | 120 | EACH | \$4.25 | | \$510.00 |
| 632 | Service Cable, 2 conductor, No. 6 AWG, As Per Plan | 255 | EACH | \$6.25 | | \$1,593.75 |
| 632 | Power Service, As Per Plan | 4 | EACH | \$770.00 | | \$3,080.00 |
| 632 | Signal Support, Misc.: City Design No. 23065 | 1 | EACH | \$1,400.00 | | \$1,400.00 |
| 632 | Signal Support, Misc.: City Design No. 33048 | 3 | EACH | \$1,700.00 | | \$5,100.00 |
| 632 | Signal Support, Misc.: City Design No.36037 | 2 | EACH | \$1,400.00 | | \$2,800.00 |
| 632 | Signal Support, Misc.: City Design NO. 38045 | 2 | EACH | \$1,875.00 | | \$3,750.00 |

| | | | | | | |
|---------|--|-------|-------|------------|--|-------------|
| 632 | Signal Support, Misc.: City Design No. 52028 | 5 | EACH | \$2,100.00 | | |
| 632 | Combination Signal Support, Misc.: City Design No. 38045 w/light bracket | 1 | EACH | \$2,600.00 | | \$10,500.00 |
| 632 | Combination Signal Support, Misc.: City Design No. 52028 w/light bracket | 6 | EACH | \$2,800.00 | | \$2,600.00 |
| 632 | Combination Signal Support, Misc.: TC-12.30M, Design 9, W/Guide Sign | 1 | EACH | \$6,200.00 | | \$16,800.00 |
| 632 | Pedestal, Misc.: City Design No. 1145 | 3 | EACH | \$650.00 | | \$6,200.00 |
| 632 | Pedestal Foundation, As Per Plan | 3 | EACH | \$675.00 | | \$1,950.00 |
| 632 | Strain Pole Foundation, As Per Plan | 21 | EACH | \$1,685.00 | | \$2,025.00 |
| 632 | Removal of Traffic signal installation, As Per Plan | 4 | EACH | \$975.00 | | \$35,385.00 |
| 633 | Controller, Misc.: Signal Controller Cabinet and Control Equipment (Pole Mounted Type) Installation only | 5 | EACH | \$1,000.00 | | \$3,900.00 |
| 633 | Controller Item, Misc.: Sectionalizer | 6 | EACH | \$500.00 | | \$5,000.00 |
| 644 | Edge Line | 1.19 | KM | \$1,190.00 | | \$3,000.00 |
| 644 | Lane Line | 3.97 | KM | \$575.00 | | \$1,416.10 |
| 644 | Center Line | 4.08 | KM | \$2,490.00 | | \$2,282.75 |
| 644 | Channelizing Line | 2,088 | METER | \$4.25 | | \$10,159.20 |
| 644 | Stop Line | 205 | METER | \$18.90 | | \$8,874.00 |
| 644 | Crosswalk Line | 641 | METER | \$8.00 | | \$3,874.50 |
| 644 | Transverse Line | 1,140 | METER | \$14.25 | | \$5,128.00 |
| 644 | Curb Marking | 565 | METER | \$5.75 | | \$16,245.00 |
| 644 | Lane Arrow | 78 | EACH | \$77.00 | | \$3,248.75 |
| 644 | Word on Pavement, 1800 mm | 58 | EACH | \$110.00 | | \$6,006.00 |
| 644 | Dotted Line, 100 mm | 35 | METER | \$5.50 | | \$6,380.00 |
| SPECIAL | Misc.: Artimis Controller Relocated | LUMP | | | | \$192.50 |
| 626 | Barrier Reflector, Type A | 6 | EACH | \$5.60 | | \$10,000.00 |
| 626 | Barrier Reflector, Type B | 26 | EACH | \$5.75 | | \$33.60 |
| 621 | Raised Pavement Marker | 580 | EACH | \$28.00 | | \$149.50 |
| 625 | Glare Shield | 15 | EACH | \$175.00 | | \$16,240.00 |
| 625 | Conduit, 51 mm, 713.07, as per plan | 130 | EACH | \$2.90 | | \$2,625.00 |
| 625 | Conduit, 76 mm, 713.07, as per plan | 1,887 | EACH | \$3.90 | | \$377.00 |
| 625 | Trench, 0.6 M Deep | 532 | EACH | \$3.25 | | \$7,359.30 |
| 625 | Pull Box, 713.08, 450 mm, as per plan | 14 | EACH | \$590.00 | | \$1,729.00 |
| 625 | | | | | | \$8,260.00 |

| | | | | | |
|-----|---|-------|--------|-------------|-------------|
| 625 | Pull Box, 713.08, 600 mm, as per plan | 8 | EACH | \$640.00 | \$5,120.00 |
| 625 | Ground Rod | 7 | EACH | \$135.00 | \$945.00 |
| 625 | Ground Rod, as per plan | 24 | EACH | \$145.00 | \$3,480.00 |
| 630 | Concrete for anchor base foundation | 28.00 | C.U.M. | \$665.00 | \$18,620.00 |
| 630 | Concrete for embedded foundation | 4.00 | C.U.M. | \$490.00 | \$1,960.00 |
| 630 | Ground Mounted support, No. 2 Post | 181 | METER | \$15.75 | \$2,850.75 |
| 630 | Ground Mounted support, No. 3 Post | 176 | METER | \$18.75 | \$3,300.00 |
| 630 | Ground Mounted Support, W250 x 17.9 Beam | 13 | METER | \$35.25 | \$458.25 |
| 630 | One Way Support, No. 3 Post | 21 | METER | \$22.25 | \$467.25 |
| 630 | Breakaway Beam Connection | 2 | EACH | \$200.00 | \$400.00 |
| 630 | Overhead sign support, Type TC-12.30, Design 5 | 1 | EACH | \$7,200.00 | \$7,200.00 |
| 630 | Overhead sign support, Type TC-12.30, Design 6 | 1 | EACH | \$7,500.00 | \$7,500.00 |
| 630 | Overhead sign support, Type TC-12.30, Design 8 | 1 | EACH | \$9,350.00 | \$9,350.00 |
| 630 | Overhead sign support, Type TC-12.30, Design 9 | 1 | EACH | \$9,750.00 | \$9,750.00 |
| 630 | Overhead sign support, Type TC-12.30, Design 10 | 3 | EACH | \$10,075.00 | \$30,225.00 |
| 630 | Sign Support Assembly, Pole Mounted | 32 | EACH | \$55.00 | \$1,760.00 |
| 630 | Sign Support Assembly, Pole Mounted, As Per Plan | 9 | EACH | \$65.00 | \$585.00 |
| 630 | Sign, Flat Sheet | 35 | SQ. M. | \$12.00 | \$420.00 |
| 630 | Sign, Flat Sheet, As Per Plan | 4 | SQ. M. | \$18.00 | \$72.00 |
| 630 | Sign, Flat Sheet, Type G | 24 | SQ. M. | \$14.00 | \$336.00 |
| 630 | Sign, Extrusheet, Type G | 58 | SQ. M. | \$16.50 | \$957.00 |
| 630 | Ground Mounted Beam Support Foundation | 4 | EACH | \$1,050.00 | \$4,200.00 |
| 630 | Rigid Overhead Sign Support Foundation | 9 | EACH | \$1,750.00 | \$15,750.00 |
| 630 | Removal of Ground Mounted Sign and Disposal | 125 | EACH | \$10.25 | \$1,281.25 |
| 630 | Removal of Ground Mounted Sign & Reerection | 4 | EACH | \$37.00 | \$148.00 |
| 630 | Removal of Ground Mounted Major Sign and Disposal | 6 | EACH | \$73.00 | \$438.00 |
| 630 | Removal of Ground Mounted Post Support and Disposal | 87 | EACH | \$11.50 | \$1,000.50 |

| | | | | | | |
|-----|---|----|------|----------|--|-----------------------|
| 630 | Removal of Ground Mounted Beam Support and Disposal | 2 | EACH | \$115.00 | | \$230.00 |
| 630 | Removal of Overhead Mounted Sign and Disposal | 8 | EACH | \$80.00 | | \$640.00 |
| 630 | Removal of Pole Mounted Sign and Disposal | 45 | EACH | \$25.00 | | \$1,125.00 |
| 630 | Removal of Overhead Sign Support and Disposal | 5 | EACH | \$750.00 | | \$3,750.00 |
| 630 | Signing, Misc.: Reflectorized Sign, including span mounted sign attachment, as per plan | 22 | EACH | \$150.00 | | \$3,300.00 |
| 631 | Sign Service | | | | | |
| 631 | Sign Wired | 8 | EACH | \$250.00 | | \$2,000.00 |
| 631 | Disconnect Switch with Enclosure, Type X | 8 | EACH | \$425.00 | | \$3,400.00 |
| 631 | Ballast, Type CMRI-100-240, Integral | 8 | EACH | \$675.00 | | \$5,400.00 |
| 631 | Mercury Vapor Luminaire, Type TC-31.21M with 100 Watt Lamp | 12 | EACH | \$150.00 | | \$1,800.00 |
| 631 | | 12 | EACH | \$255.00 | | \$3,060.00 |
| 631 | Removal of Luminaire and Disposal | 8 | EACH | \$19.00 | | \$152.00 |
| 631 | Removal of Disconnect Switch and Disposal | 5 | EACH | \$26.00 | | \$130.00 |
| 631 | Removal of Ballast and Disposal | 8 | EACH | \$9.75 | | \$78.00 |
| 631 | Removal of Signs Wired | 5 | EACH | \$195.00 | | \$975.00 |
| 631 | Removal of Sign Service and Disposal | 5 | EACH | \$75.00 | | \$375.00 |
| 631 | Sign Lighting, Misc.: Internally Illuminated Sign, As Per Plan | 2 | EACH | \$175.00 | | \$350.00 |
| | Total Traffic Control | | | | | \$60,573.59 |
| | Grand Total for Roadway (Excluding Bridge) | | | | | \$65,344.80 |
| | Total Bridge Replacement | | | | | \$3,152,780.24 |
| | Total Water Works | | | | | \$600,000.00 |
| | Total Landscaping (100% Locally Funded) | | | | | \$296,705.00 |
| | Grand Total Project | | | | | \$9,769,315.06 |
| | Less Landscaping Costs | | | | | (\$296,705.00) |

| | Contingencies | | | | \$977,390'00" |
|--|---------------|--|--|--|---------------|
| TOTAL CONSTRUCTION COST FOR OPWC FUNDING | | | | | \$10,450,000 |
| Prem Garg, P.E. | | | | | |
| City Engineer | | | | | |
| City of Cincinnati | | | | | |

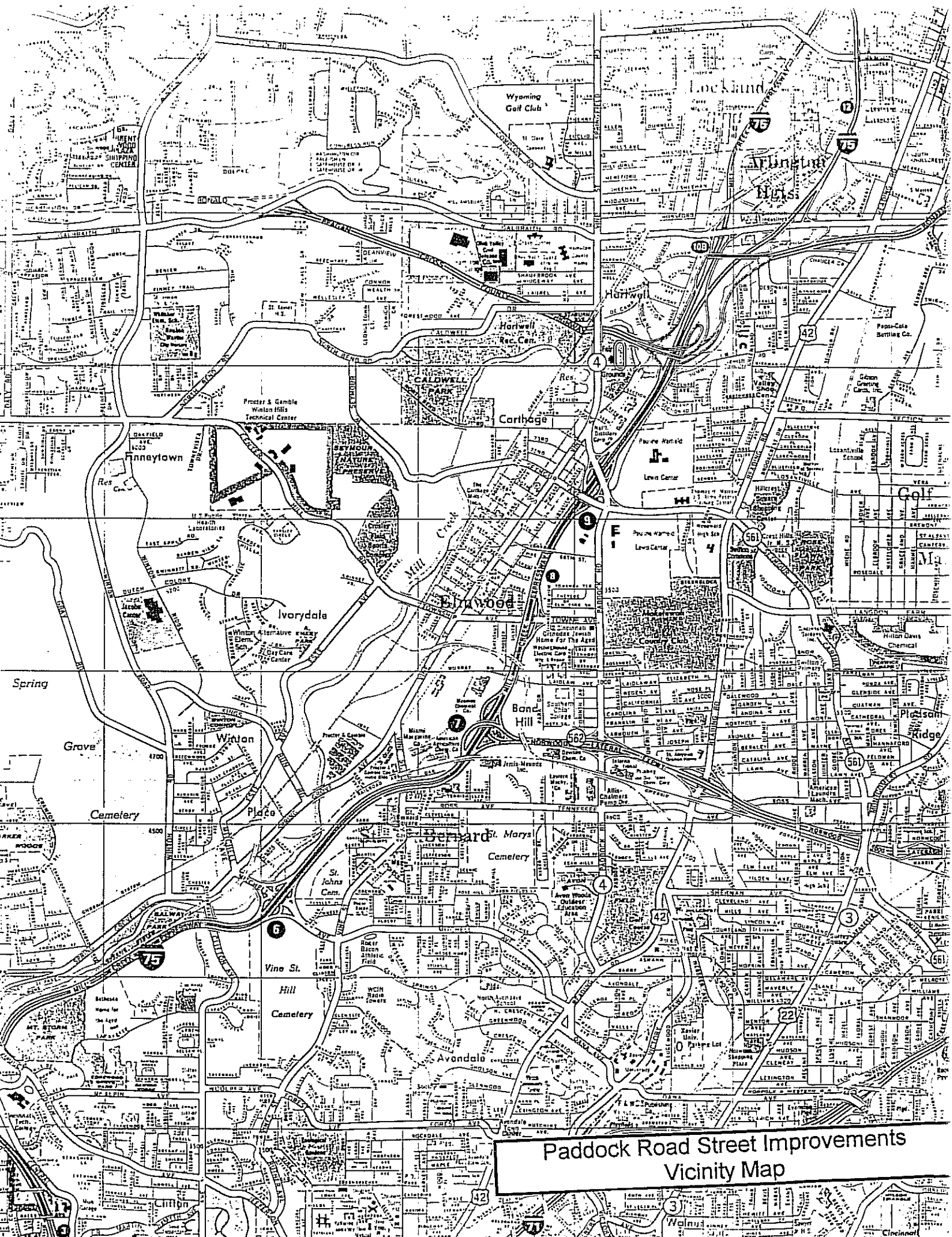
WATER WORKS ESTIMATE

TOTAL WATER WORKS ITEMS

\$600,000.00

| Engineer's Construction Cost Estimate | | 4/15/98 | | |
|---------------------------------------|---|-----------|------------|-----------|
| HAM-04-4.000 | | | | |
| CAST-IN-PLACE STRUCTURE | | | | |
| ITEM | DESCRIPTION | QUANTITY | UNIT | UNIT COST |
| 202 | Existing Structure Removal over Traffic | | | |
| 202 | Sidewalk and Deck Superstructure Concrete | 422.0 | CU. METER. | \$320.00 |
| 202 | Cap and Column Piers | 124.0 | CU. METER. | \$200.00 |
| 202 | Partial Removal of Abutment Backwall and Wingwalls Down to Bearing Seat Elevation | 64.0 | CU. METER. | \$200.00 |
| 202 | Structural Steel | 219,910.0 | KILOGRAM | \$0.70 |
| | 12 W36x150 Beams (228'-0" Long) w/ Welded Beam Splices @ Piers | | | |
| | ~ 164 Intermediate & 20 End Dam Crossframes | | | |
| 202 | Aluminum Railing | 138.0 | METER | \$11.50 |
| 202 | 6" Riprap Concrete Slab at Abutments (797 Sq. Yd.) | 100.0 | CU. METER. | \$100.00 |
| | Proposed Structure | | | |
| 503 | Cofferdams, Cribbs and Sheeting | LUMP | | |
| 503 | Unclassified Excavation | 4,261.0 | CU. METER. | \$23.43 |
| 511 | Class S Concrete, Superstructure | 457.2 | CU. METER. | \$410.00 |
| 511 | Class C Concrete, Abutment Not Including Footing, as per plan | 1,483.0 | CU. METER. | \$400.00 |
| 511 | Class C Concrete, Footing | 1,217.3 | CU. METER. | \$340.00 |
| 512 | Type B Waterproofing | 25.9 | SQ. METER. | \$34.02 |
| SPECIAL | Sealing of Concrete Surface (Epoxy-Urethane) | 1,508.7 | SQ. METER. | \$15.86 |
| SPECIAL | Treating concrete deck with HMMVM resin | 81.6 | SQ. METER. | \$16.86 |
| 513 | Structural Steel, A572-50 AISC Category III | 425,269.0 | KILOGRAM | \$2.30 |
| 513 | Structural Steel, Misc.:Galvanized Precast Tower Structure | 21,099.0 | KILOGRAM | \$2.50 |
| 513 | Welded Stud Shear Connector | 4,270.0 | EACH | \$1.90 |
| 514 | Field Painting of New Steel, System IZEU (Structural Steel) | 425,269.0 | KILOGRAM | \$0.20 |
| 516 | Structural Expansion Joint Including Elastomeric Strip Seal | 84.6 | METER | \$600.00 |
| 516 | 13 mm Preformed Expansion Joint Filler | 27.9 | SQ. METER | \$24.00 |
| 516 | 25 mm Preformed Expansion Joint Filler | 7.0 | SQ. METER | \$25.00 |

\$153,381.64



City of Cincinnati



Department of Finance

Suite 250, City Hall
801 Plum Street
Cincinnati, Ohio 45202
Phone (513) 352-3731
Fax (513) 352-2370

Timothy H. Riordan
Director

William E. Moller
Assistant Director

September 15, 2000

Mr. Lawrence Bicking
Director
Ohio Public Works Commission
65 East State Street, Suite 312
Columbus, OH 43215

RE: Status of Funds for Local Share of 2001 SCIP/LTIP Project Grants

Dear Mr. Bicking:

The local matching shares for the following 2001 SCIP/LTIP Projects (Round 15 Funding) have been recommended for funding in the City's 2001 Capital Improvement Program:

STREET REHABILITATION PROJECTS

Gilbert Avenue/Montgomery Road – Elsinore Place to Brewster Avenue
Glenway Avenue – West Eighth Street/State Avenue to Wing Street
Liberty Street – Sycamore Street to Central Parkway

STREET IMPROVEMENT PROJECTS

Mehring Way and Freeman Avenue Intersection Improvement
Gobel Avenue Improvement (Westwood Northern Boulevard to Bracken Woods Lane)
Paddock Road Improvement (Phase 2 of Project Pre-approved in Round 14)
Robertson/Millsbrae Avenues Safety Improvement
Beekman Street "S" Curve Improvement
Robison Road Improvement – Montgomery to Woodford Roads

STREET RECONSTRUCTION PROJECT

Mehring Way Reconstruction – Smith to Gest Streets

LANDSLIDE CORRECTION PROJECT

Lehman Road (Summit View Apartments to State Avenue)

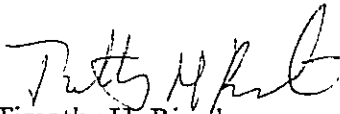
The matching funds for these projects are coming from Street Improvement Bonds.

September 15, 2000
Mr. Lawrence Bicking
Page 2

An additional project, the Paddock Road Improvement (Phase 2 of Project Pre-approved in Round 14) has matching funds committed from the Ohio Department of Transportation.

If you have any questions or need additional information regarding these projects, please contact me at 513-352-3731.

Sincerely,

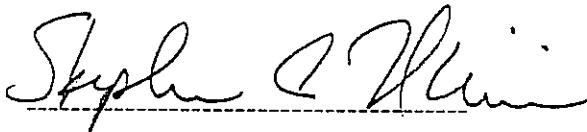
A handwritten signature in black ink, appearing to read "Timothy H. Riordan".

Timothy H. Riordan
Director of Finance

cc: Richard Mendes, Deputy City Manager; Pete Heile, Law; William Moller, OEB; John Deatrick, Transportation & Engineering; Prem Garg, Kim Conn, Keith Pettit, Joe Vogel, Dick Cline, Engineering

CERTIFICATION OF TRAFFIC COUNT

As required by the District 2 Integrating Committee, I hereby certify that the traffic counts herein attached to the Paddock Road & I-75 Interchange Improvements project application are a true and accurate count done by the City of Cincinnati's Traffic Engineering Division.



Stephen I. Niemeier, P.E.
Supervising Engineer



ADDITIONAL SUPPORT INFORMATION

For Program Year 2001 (July 1, 2001 through June 30, 2002), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items may be required by the Support Staff if information does not appear to be accurate.

- 1) What is the condition of the existing infrastructure to be replaced, repaired, or expanded?
For bridges, submit a copy of the current State form BR-86.

Closed _____

Poor X

Fair _____

Good _____

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width; number of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded.

The current pavement width is not adequate to handle the volume of traffic and the volume of trucks (7%). The interchange is not in accordance with the latest Geometric Design Criteria of ODOT. The current interchange encourages weaving, has congestion, signal and signing problems, which in turn leads to a high accident rate. Paddock Road and Seymour Avenue have substandard lane widths. The condition of the bridge is poor and ODOT determined that it required replacement. The condition of the pavement is poor. 95 % of the existing pavement is to be replaced to full-depth.

- 2) If State Capital Improvement Program funds are awarded, how soon (in weeks or months) after receiving the Project Agreement from OPWC (tentatively set for July 1, 2000) would the project be under contract? The Support Staff will be reviewing status reports of previous projects to help judge the accuracy of a particular jurisdiction's anticipated project schedule.

 6 months

Are preliminary plans or engineering completed? Yes No

Are detailed construction plans completed? Yes No

Are all right-of-way and easements acquired? Yes No N/A

*Please answer the following if applicable:

No. of parcels needed for project: 9 Of these, how many are Takes , Temporary 2 , Permanent 7

On a separate sheet, explain the status of the ROW acquisition process of this project for any parcels not yet acquired.

Are all utility coordinations completed? Yes No N/A (ODOT coordinating)

Give an estimate of time, in weeks or months, to complete any item above not yet completed.
 3 months

- 3) How will the proposed project affect the general health and safety of the service area? (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, commerce, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data.

The Paddock Road Street Improvement will reduce road user costs, assist in maintaining the current tax base and will provide satisfactory road network for motoring public. The project will also improve Level of Service and access between the IAMS Development site, the development on the Department of Mental Health property and Interstate 75. This project will eliminate dangerous weaves and conflicting traffic flows at and near the interchange. The attached 3 years of accident data show 325 accidents, of which 17 involve personal injury. The street improvement should improve the accident rate.

- 4) What type of funds and what percent of the project cost are to be utilized for matching funds for this project?

Federal X 68 % ODOT X 13 % Local %
MRF % OWDA % CDBG %
Other %

Note: If MRF funds are being used for matching funds, the MRF application must have been filed by August 6, 1999 for this project with the Hamilton County Engineer's Office.

- 5) Has any formal action by a federal, state, or local government agency resulted in a ban of use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits.) A copy of the legislation must be submitted with the application. **THE BAN MUST HAVE BEEN CAUSED BY A STRUCTURAL/OPERATIONAL PROBLEM TO BE VALID.**

Complete Ban Other Ban (specify)
No Ban X

Will the ban be removed after the project is completed?

Yes No

- 6) What is the total number of existing users that will benefit as a result of the proposed project?

ADT = 23,689 X 1.20 = 28,426 users/day

For roads and bridges, multiply current documented Average Daily Traffic by 1.20. For public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4.

- 7) Has the jurisdiction prioritized PY 2001 applications from one through five? (See attached

sheet to list projects.)

Yes X No

- 8) Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

Paddock Road is part of the National Highway System (SR 4) and is classified as a major arterial. It connects several communities, development sites and the Pauline Lewis center with Interstate 75.

- 9) For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO's "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS Varies C to E

Proposed LOS C

**Attached are the LOS calculations.*

If the proposed LOS is not "C" or better, explain why LOS "C" cannot be achieved. (Attach separate sheets if necessary.)

How will the proposed project alleviate serious traffic problems or hazards?

The project will eliminate dangerous weaves within the interchange. Lanes will be widened to current standards to facilitate trucks and their turning movements. Additional turning lanes will be constructed to separate turning movements from through movements

- 10) Will the proposed project generate user fees or assessments?

Yes No X

If yes, what user fees and/or assessments will be utilized?

- 11) How will the proposed project enhance economic growth? (Please be specific)

Attached is data on economic development at the IAMS Research and Business Park and the U.S. Postal Service relocation. There are 770 current employees with another 116 by the end of the year, see attached data. In negotiations with these companies, one of the main issues was that they wanted Paddock Road improved. One factor that has prevented some companies from committing to the available sites is the traffic congestion on Paddock Road. There is still acreage available for development on the IAMS development site and the Pauline Lewis Warfield Center property. The City is assisting the U.S. Postal Service in the redevelopment to a 60-acre site to house a mail processing facility serving the Greater Cincinnati and Northern Kentucky areas. The existing Processing and Distribution facility is located in the Queensgate area of Cincinnati. The preferred replacement site is located adjacent to the northeast corner of Paddock Road and Seymour Avenue. This would retain 2300 Ohio jobs, generating an estimated \$60,000,000 annual payroll which represents approximately \$60,000,000 in earnings tax over the next 20 years; and provides the City with an opportunity to retain approximately \$26,000,000 in earnings tax over the next 20 years. The completion of this street improvement project would encourage development of the

remaining acreage and retain the existing jobs.

- 12) What fees, levies or taxes pertain to the proposed project? (Note: Item must be related to the type of infrastructure applied for. Example: a road improvement project may not count fees to water customers for points, or vice-versa)

The City of Cincinnati has a dedicated infrastructure component of the City earnings tax, and has enacted the optional \$5 license plate fee.

SCIP/LTIP PROGRAM
ROUND 15 - PROGRAM YEAR 2001
PROJECT SELECTION CRITERIA
JULY 1, 2001 TO JUNE 30, 2002

NAME OF APPLICANT: CINCINNATI

NAME OF PROJECT: PADDOCK ROAD ST. IMPROV.

RATING TEAM: 1

NOTE: See the attached "Addendum To The Rating System" for definitions, explanations and clarifications to each of the criterion points of this rating system.

CIRCLE THE APPROPRIATE RATING

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

25 - Failed

Appeal Score

☒ 23 - Critical

20 - Very Poor

17 - Poor

15 - Moderately Poor

10 - Moderately Fair

5 - Fair Condition

0 - Good or Better

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

☒ 25 - Highly significant importance

Appeal Score

20 - Considerably significant importance

15 - Moderate importance

10 - Minimal importance

0 - No measurable impact

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

25 - Highly significant importance

Appeal Score

20 - Considerably significant importance

15 - Moderate importance

10 - Minimal importance

☒ 0 - No measurable impact

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

25 - First priority project

Appeal Score

20 - Second priority project

15 - Third priority project

10 - Fourth priority project

☒ 5 - Fifth priority project or lower

5) Will the completed project generate user fees or assessments?

☒ 10 - No

Appeal Score

0 - Yes

6) Economic Growth – How the completed project will enhance economic growth (See definitions).

Appeal Score

- ☒ 10 – The project will directly secure significant new employment
- 7 – The project will directly secure new employment
- 5 – The project will secure new employment
- 3 – The project will permit more development
- 0 – The project will not impact development

7) Matching Funds - LOCAL

- 10 – This project is a loan or credit enhancement
- 10 – 50% or higher
- 8 – 40% to 49.99%
- 6 – 30% to 39.99%
- 4 – 20% to 29.99%
- ☒ 2 – 10% to 19.99%
- 0 – Less than 10%

8) Matching Funds - OTHER

- ☒ 10 – 50% or higher
- 8 – 40% to 49.99%
- 6 – 30% to 39.99%
- 4 – 20% to 29.99%
- 2 – 10% to 19.99%
- 1 – 1% to 9.99%
- 0 – Less than 1%

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district?
(See Addendum for definitions)

Appeal Score

- ☒ 10 – Project design is for future demand.
- 8 – Project design is for partial future demand.
- 6 – Project design is for current demand.
- 4 – Project design is for minimal increase in capacity.
- 2 – Project design is for no increase in capacity.

10) Ability to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects)

- ☒ 5 – Will be under contract by December 31, 2001 and no delinquent projects in Rounds 12 & 13
- 3 – Will be under contract by March 31, 2002 and/or one delinquent project in Rounds 12 & 13
- 0 – Will not be under contract by March 31, 2002 and/or more than one delinquent project in Rounds 12 & 13

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, number of jurisdictions served, etc. (See Addendum for definitions)

Appeal Score

- ☒ 10 – Major impact
- 8 –
- 6 – Moderate impact
- 4 –
- 2 – Minimal or no impact

12) What is the overall economic health of the jurisdiction?

10 Points

8 Points

☒ 6 Points

4 Points

2 Points

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed

Appeal Score

8 - 80% reduction in legal load or 4 wheeled vehicles only

7 - Moratorium on future development, *not* functioning for current demand

6 - 60% reduction in legal load

5 - Moratorium on future development, functioning for current demand

4 - 40% reduction in legal load

2 - 20% reduction in legal load

☒ 0 - Less than 20% reduction in legal load

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

☒ 10 - 16,000 or more

Appeal Score

8 - 12,000 to 15,999

6 - 8,000 to 11,999

4 - 4,000 to 7,999

2 - 3,999 and under

28,426

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (Provide documentation of which fees have been enacted.)

☒ 5 - Two or more of the above

Appeal Score

3 - One of the above

0 - None of the above

ADDENDUM TO THE RATING SYSTEM

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

Criterion 1 - Condition

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, health and/or safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non functioning and replacement parts are unavailable.)

Critical Condition - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: If the infrastructure is in "good" or better condition, it will **NOT** be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

Criterion 2 – Safety

The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (e.g. widening existing roadway lanes to standard widths, adding lanes to a roadway or bridge to increase capacity or alleviate congestion, replacing non-functioning hydrants, increasing capacity to a water system, etc. Documentation is required.)

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

Criterion 3 – Health

The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area (e.g. Improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.)

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

Criterion 4 – Jurisdiction's Priority Listing

The jurisdiction **must** submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

Criterion 5 – Generate Fees

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.). The applying jurisdiction must submit documentation.

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

Definitions:

Directly secure significant new employment: The project is specifically designed to secure a particular development/employer(s), which will add at least 100 or more new employees. The applicant agency must supply specific details of the development, the employer(s), and number of new permanent employees.

Directly secure new employment: The project is specifically designed to secure development/employers, which will add at least 50 new permanent employees. The applying agency must supply details of the development and the type and number of new permanent employees.

Secure new employment: The project is specifically designed to secure development/employers, which will add 10 or more new permanent employees. The applying agency must submit details.

Permit more development: The project is designed to permit additional business development. The applicant must supply details.

The project will not impact development: The project will have no impact on business development.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7.

Criterion 9 – Alleviate Traffic Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion or hazards will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Formula:

Existing users x design year factor = projected users

| <u>Design Year</u> | <u>Design year factor</u> | | |
|---------------------------|----------------------------------|------------------------|---------------------|
| | <u>Urban</u> | <u>Suburban</u> | <u>Rural</u> |
| 20 | 1.40 | 1.70 | 1.60 |
| 10 | 1.20 | 1.35 | 1.30 |

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

Criterion 10 - Ability to Proceed

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

Criterion 11 - Regional Impact

The regional significance of the infrastructure that is being repaired or replaced.

Definitions:

Major Impact - Roads: major multi-jurisdictional route, primary feed route to an Interstate, Federal Aid Primary routes.

Moderate Impact - Roads: principal thoroughfares, Federal Aid Urban routes

Minimal / No Impact - Roads: cul-de-sacs, subdivision streets

Criterion 12 – Economic Health

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

Criterion 13 - Ban

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

Criterion 14 - Users

The applying jurisdiction shall provide documentation. A registered professional engineer or the applying jurisdictions' C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

Criterion 15 – Fees, Levies, Etc.

The applying jurisdiction shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.